

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 273



**Number 273 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 04-10-2009**

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**Fishing vessels seen in Khao Takiab (Thailand)**  
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## EVENTS, INCIDENTS & OPERATIONS



The **MSC ERMINIA** (IMO 7614381) seen in the Kiel-Canal locks at Brunsbüttel on October 1st, 2009.

Photo : Michael Brakhage ©

# Chittagong Ship Breaking Yard: 1,300 killed in 12 years

**Proposed hospital is not built in 9 years**

Over the last twelve years more than 1 200 workers have been killed in the Sitakunda Ship Breaking Yard located in Chittagong, Bangladesh. About 6000 have been seriously injured who lost their capacity of work and living a paralyzed life. Some hundreds of thousand taka fund have been raised from last 9 years but the hospital was not built yet.

There are about 50 active Shipyards and some 20 are being built actually. In these yards 30-35 workers are being engaged directly and indirectly more 200,000 are living on this sector. In the year of seventies the Ship Yard sector emerged in Bangladesh. At present this sector provides 80 percent of scraps of the total demand and this contribution is vital for the construction industry. On the other hand, no initiative has been seen to protect the health of the workers. Most of the workers are origin from Rangpur, Kishorgonj, Mymensingh, Bogra, Barisal, Camilla, Chandpur,

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Noakhali and from other regions staying in the severe poverty line. As worker, they are not skilled and they do not have any training.

Newly formed Ship Breaking Workers Trade Union Forum President A M Nazimuddin claimed that there is no exact figure of death generated from accident. But till 2007 minimum figure of death is not less than one thousand and two hundreds (1,200). Following some newspaper reports and the demand of the workers, in the year of 2000, Ship Breakers Association committed to construct a hospital. For this purpose they collected a hundreds of thousand Taka fund. But till today the proposed hospital has not built. According to different sources, on average, one worker dies in the yards a week and everyday a worker is injured (End of Life Ships: the Human Cost of Breaking Ships). It seems like nobody really cares: ship breaking workers are easily replaceable to the yard owners: if one is lost they know another 10 is waiting to replace him due to the lack of work. The Government collects the taxes and turns a blind eye.

Workers are not aware of hazards to which they are exposed. The overwhelming majority of workers wear no protective gear and many of them work barefoot. There is hardly any testing system for the use of cranes, lifting machinery or a motorized pulley. The yards re-use ropes and chains recovered from the broken ships without testing and examining their strength. There is no marking system of loading capacity of the chains of cranes and other lifting machineries.

When there is an injury some immediate treatment may be given but there is no long term treatment for those who have a long term or permanent injury. In terms of compensation, only a nominal amount of compensation given and often only when there is public pressure. When a worker becomes disabled by a major accident, he gets a maximum of 10 to 15 thousand taka (1 USD=71 taka) and forced back to his home district. In most cases a worker will only get transportation costs to go back to their home district. When a worker killed in an accident, the contractor, who is responsible for the workers, will only pay the costs of sending the body back to the victim's family and arranging for their burial.

In the case of local workers from the area, if they die on the job, their family receives more than 50,000 taka as compensation. This is mainly due to the fact that the yard owners and contractors cannot avoid the locals who yield some power and pressure them. Prior to 2006, the labor laws in Bangladesh had a lot of limitations. The Workers Compensation Act 1965, only 30,000 taka was proposed for a 100% disable worker and 21,000 taka for dead worker's family. The recently passed Labor Law Act 2006 now stipulates that a 100% disabled worker will receive 100,000 taka and a deceased worker's family will receive xxx taka. Ship Breaking Association President Md. Jafar Alam told this correspondent on the issue, "I do not know what happened before. After having the responsibilities of the President of Association, all injured workers are getting financial and other benefits according to the present labor laws. **Source: Daily Amar Desh, Dhaka, the 30th September, 2009**



The **PACIFIC MERMAID** seen enroute from the Panama Canal to Pto Bolivar (Equador) to load bananas, the photo is made by **Capt. R.Pocpoc** onboard the **EAGLE BAY** whilst overtaking the **PACIFIC MERMAID**  
**Photo : Capt. R.Pocpoc (c)**



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## Concern over delay in removal of wreckage of sunken ship

Seventy-five days after the merchant vessel **Asian Forest** sank off the Mangalore coast, the owners, Shining Ocean Ltd., Hong Kong, are yet to commit themselves to removing it. The vessel, flying a Chinese flag, was heading to Zhangjiagang in China with 13,600 tonnes of iron ore and over 4,09,000 litres of fuel. It began to list on July 17 and sank the same night. However, all the 18 crew members were rescued.

Deputy Commissioner V. Ponnuraj said that the administration had issued notice to the company for not complying with the instructions given by the Director-General of Shipping, Mumbai. He conceded that the delay in removing the wreckage was a matter of concern.

The Director-General of Shipping had instructed the vessel's owners to remove oil and remove the wreck, Mr. Ponnuraj said. Sources told The Hindu that the owners had not yet assured the authorities of removing the wreckage, although it was willing to comply with all "legal obligations". The sources said that the company was careful in using certain words in its response and had not said anything beyond that.

When the Director-General of Shipping sought a positive commitment, the company promised to revert on the subject later. K.P. Jayakumar, Nautical Surveyor and Deputy Director of Shipping (Technical), Department of Mercantile Marine Department, Goa, said that the company was yet to make its stand on the issue clear. Mr. Jayakumar holds additional charge of the department in Mangalore.

The sources, who are aware of the developments in the aftermath of the July 17 incident, feared that lack of clarity in the Merchant Shipping (Wrecks & Salvage) Amendment Rules, 1975 might be the reason for the current status.

The sources said that the lack of clarity on the responsibilities of the owner regarding salvaging of the ship had put a question mark on the issue. "The wreck may not be salvaged at all," the sources said. However, the sources said that the owner and the insurance club might consider a combination of laws, particularly the ones relating to the environmental issues, and remove the wreck. "The simple logic should work in the end: you cannot dump your waste in my backyard," the sources said. Mr. Ponnuraj said that the legal issues, if any, would be looked into by the Director-General of Shipping. **Source : The Hindu**



The **BRITOIL 61** seen after leaving the drydock in Singapore - **Photo : Rob Hazelbag (c)**

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## Man loses RM145,000 in crew salary to robbers

A freight forwarding company employee was injured when he was robbed of almost RM145,000 at the Westport Business Centre car park in Pulau Indah here. The man was on his way to the shipyard at about 11.30am on Wed-nesday to distribute salary to ship crew members when a stranger approached him and asked for a cigarette lighter.

The suspect then held a knife to his neck and forced him to get into his car. The victim was ordered to drive to Jalan Perigi Nenas about a kilometre away where another man was waiting for them. The robbers tied up the employee's hands and covered his eyes with tape before taking a bag containing Euro 8,000 (RM40,300) and US\$30,000 (RM104,000).

OCPD Asst Comm Mohamad Mat Yusop said the victim managed to free himself and drive to the Pandamaran police station to lodge a report. He said the victim suffered a cut on the neck. **Source : The Star**

## Pirates resume attacks on Somali coast

Pirates have resumed their daring attacks on shipping vessels after weather off the Somali coast improved, a maritime official said on Wednesday, but warships in the area and precautions taken by mariners themselves have helped thwart the attempted hijackings.

The rate of successful hijackings has remained steady, showing that the pirates are having a tougher time in commandeering a ship. Cyrus Mody at the International Maritime Bureau said international forces intervened in two attacks on Saturday. The pirates resumed their activity in mid-September after about a six-week break.

'Since the attacks resumed after the monsoon subsided there have been no successful hijackings off Somalia, which is a very positive step,' Mr Mody said. 'We attribute this very largely to the actions of the naval forces in the area and better mariner preparedness.' A Turkish frigate intervened after the Panamanian-flagged **Handy V** came under fire from pirates in two small skiffs on Saturday. The crew fired parachute flares at them before locking themselves in the bridge and contacting coalition ships for assistance. The same day, a Saudi Arabian warship sent a helicopter to assist the Greek-owned Panamax **Peppo** after it was chased by pirates.

The number of attacks has already surpassed those during all of 2008, but the rate of successful hijackings has remained steady, showing that the pirates are having a tougher time in commandeering a ship once they launch an attack. In 2008 the pirates' success rate was nearly 38 per cent, while this year it is about 20 per cent, according to IMB figures.

The US Fifth Fleet said there have been 146 attacks this year already. Of those attacks, 32 have been successful, IMB said. Last year there were 111 reported attacks and 42 successful hijackings, according to IMB. The increase in attacks comes despite a much heavier naval presence and the creation in January of the US-led Combined Taskforce 151, a force especially dedicated to fighting piracy. Rear Adm Scott Sanders, its commander, told The Associated Press last month that stronger countermeasures by merchant crews - including special armed units - are cutting the ability of pirates to storm the ships.

Mr Sanders said 80 per cent of foiled pirate attacks are accomplished by merchant crews without help from military vessels. Somalia remains mired in chaos, with splits appearing among both the Islamist insurgent alliance and the unstable coalition government. One faction of the insurgency recently publicly allied itself to al-Qaeda, guaranteeing foreign nations will continue to pump arms into the impoverished nation. 'It is not the warships who can stop the pirates, it is the people ashore who can stop the pirates,' said Mr Mody. 'The pirates will keep trying.' But Somalia has not had a functioning government for 18 years and is unlikely to be able to police its lawless coasts anytime soon.

**Source : AP**

## Stranded Russian sailors go on hunger strike in Dubai

Three Russian seamen from a vessel stranded in the port of Dubai began a hunger strike on Friday, an International Transport Workers' Federation official said. The **Magdalena**, owned by a German company and flying the flag of Antigua and Barbuda, has been anchored in Dubai since early August. The vessel's owner reportedly owes the crew \$230,000 in wage arrears. Onboard are nine Russians, two Ukrainians, four citizens of the Philippines, and one Estonian. "The captain of the vessel said that three crew members... went on hunger strike. The vessel's owner has also been informed," Pyotr Osichansky said. The seamen demand repatriation and the repayment of wage arrears, and refuse to perform their duties.



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In early September the crew asked for international aid as they were running out of food and water. A week later two weeks' worth of water supplies, provisions for three weeks, and fuel for 50 days were provided. A total of 23 Russian sailors are currently in a similar situation on two other vessels - the Piryit bulk carrier, which is stranded near the port of Cristobal in Panama, and the Southern Pearl vessel is anchored off the Bulgarian coast. **Source: en.rian.ru**



Another photo of the **SMIT PANTHER** seen in Venice - **Photo : Arthur de Jong Luneau ©**

## Tynemouth lifeboat takes injured sailor off Belgian minehunter



A CREW member on board the Belgian navy minehunter **BNS Crocus** anchored a mile off Tynemouth was taken to safety this morning by Tynemouth RNLI. On reaching **BNS Crocus** it was found that the sailor had a broken leg, sustained when a cable snapped as they were hauling their anchor.

He had been given some first aid and pain relief by the ship's medic but had lost blood from a bad cut to his lower leg.

Left BNS **M 917 CROCUS**  
**Photo : Mark Bontemps ©**

The RNLI lifeboat volunteer crew gave the sailor further medical assistance and

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splinted his leg. He was then taken aboard the RNLI all weather lifeboat and rushed ashore to waiting paramedics at North Shields ferry landing, where he was taken to North Tyneside General hospital, accompanied by his ship's medic.

Spokesman for Tynemouth RNLI Adrian Don said: "The **BNS Crocus** had been anchored just off the Tyne and was hauling her anchor in preparation for sailing into the river for a weekend visit to Newcastle. "It seems as if a cable attached to the anchor chain snapped, injuring the sailor.

"Our volunteer lifeboat crew did a sterling job in getting the sailor quickly ashore without causing him further distress, as he must have been in considerable pain, though he was putting a very brave face on it.

"The sailor was probably very lucky to escape without more serious injury as snapped cables can be lethal, and we hope he makes a swift recovery. **Source : Newsguardian**



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## Indonesian ship anchors near N-plant

An Indonesian ship with employees of a Gulf oil company was spotted anchored within five nautical miles of the Indian Koodankulam nuclear power station here on Thursday night. With the project nearing completion, Koodankulam shore in Tirunelveli district is a high-security zone. The Thoothukudi-based Indian Coast Guard (CG) monitors the coast round-the-clock, apart from the coastal security group.

Despite all this, the vessel reportedly sneaked in. According to Tirunelveli range DIG P. Kannappan, it could be seen from Koodankulam shore. Inquiry by the police and IB revealed that the ship, belonging to a Saudi Arabian oil company, had 12 employees sailing to Saudi Arabia from Singapore.

Indonesian national Augustin Pogo was the captain, according to the police. The police passed on the information to the Coast Guard on Thursday night. CG base commandant Udhal Singh told Deccan Chronicle that they had not spotted any foreign vessel. Though he asked not to give "weightage" to the news, he did not want to call it a rumour either.

A CG official, speaking on anonymity, said they received information Thursday night. However, the vessel was gone by the time the CG team reached the area on Friday morning. **Source : Deccan Chronicle**



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Dockwise **Triumph** seen loaded with the Jack-up rig **Atwood Beacon** at Singapore West Jurong.  
Photo : André Korver (c)

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## NAVY NEWS

### FM concerned over India's nuke submarine

Foreign Minister Shah Mehmood Qureshi said on Thursday that the recent induction of nuclear-powered submarine by India in its naval fleet further undermines strategic stability. Speaking at the Los Angeles World Affairs Congress, he said that Pakistan has proposed a 'Strategic Restraint Regime' to India with the three inter-locking principles of dispute settlement, conventional balance and nuclear and missile restraint.

'Our friends should encourage India to sign the proposed Strategic Restraint Regime to guarantee strategic stability in our region,' he stated.

Qureshi said peace and security are inextricably linked and strategic stability in the South Asian region is critical for sustainable peace. He said Pakistan's nuclear capability was developed in self defense, following the Indian nuclear tests in 1974 that disrupted the security balance in South Asia.

'The establishment of deterrence then became important,' he added.

The foreign minister said as a nuclear weapon state, Pakistan adheres to a doctrine of credible minimum deterrence. 'We are opposed to nuclear proliferation as well as an arms race in the region.'

Foreign Minister Qureshi said Pakistan's regional policy is based on promoting dialogue for peaceful settlement of disputes. He also stressed the need for building strategic restraint and avoiding an arms race in the region. Regional cooperation, he added, can be strengthened through trade, investment and people to people to contacts.

Speaking about Pakistan's relations with the US, Qureshi sought its support for curbing terrorism and extremism. He, however, stated that the partnership should be based on mutual trust and respect, 'that is not transactional, but is enduring and multi-faceted, spanning trade and economy, defence and security, health and education, science and technology, and counter terrorism and non-proliferation.'

The Kerry-Lugar Bill, he added, is a step forward in strengthening their strategic partnership. 'The \$1.5 billion spent annually on non-military assistance [for a sustained period of five years] should have a positive impact on the lives of the people.' The real transformational impetus will come from greater market access, not trade, he said.

'The Bilateral Investment Treaty, a Free Trade Agreement, and early harvest on the Reconstruction Opportunity Zones would have a profound impact on Pakistan and the region.'

He also welcomed the United States' offer of assistance to overcome the energy deficit in Pakistan. This assistance, he said, should be sustained and involve efforts to diversify Pakistan's energy mix. **Source : Dawn**

### KANIMBLA DEPLOYS TO SUPPORT SUMATRA

The Sydney based Royal Australian Navy ship, **HMAS Kanimbla**, today joined the growing Australian emergency response effort established in the wake of the Indonesian earthquake.

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**Kanimbla** set sail for Padang at midday. She is expected to take at least 10 days to reach Indonesia, conducting port calls while en-route to pick up additional personnel, engineering equipment and infrastructure, and humanitarian aid.

**Photo : Coll. Piet Sinke**

**Kanimbla**, an Amphibious Landing Platform, is equipped with the RAN's Primary Care Reception Facility (PCRF) and an embarked helicopter capability. The PCRF is a deployable resuscitative surgical health support capability with a 40-bed hospital incorporating full surgical and

recovery facilities.

Commanding Officer of **Kanimbla**, Commander Tim Byles, said that one of the ship's primary roles is to provide humanitarian assistance in situations like that in Padang.

"**Kanimbla** is ready to come to the aid of Indonesia with our surgical and health facilities and the Sea King helicopters that offer the best deployable support in the Royal Australian Navy," said Commander Byles. "The ship's company, joined by the Sea King flight team and the PCRF team, are always willing and ready at short notice to support Australian Government relief efforts to assist the victims of disasters like the earthquake devastation in Sumatra."

The assistance **Kanimbla** will provide will be determined in close coordination with the Indonesian Government.

Source : Gary Luxton

## SHIPYARD NEWS

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## Only two valid bids for Croatian shipyards

There were only three bids at the international tender for the six state-owned shipyards that closed on Wednesday at the Croatian Privatization Fund (HFP). The government is selling two of the shipyards at market price while the other four will be sold for 1 kuna each, about 20 U.S. cents. The catch is that the buyer must either cover the yards' considerable debts or commit to invest in the yards.



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The Adria Mar company in Zagreb is interested in Split-based Brodosplit BSO shipyard for 5 million kuna (about \$1 million) and invest 13 million kuna to restructure it. Another local firm, More Trogir, is interested in Brodotrogir shipyard in Trogir and turn it into an apartment and tourist facility. It was not immediately clear whether the offers would be accepted.

The company Regulacija from Vukovar had shown an interest in Rijeka shipyard 3.maj, but its offer was rejected as invalid.

Despite the poor response, Croatian deputy prime minister and economy minister Damir Polancec said the process of shipyard restructuring would continue because there was no alternative. Polancec said: "We will continue with restructuring through the privatisation process, and the government, the ministry and the Croatian Privatization Fund will prepare in the shortest possible time a second round of tendering." If no investor comes up, the shipyards will have to file for bankruptcy, he said.

Croatia, a front-runner to join the European Union, was told by Brussels that it must sell its heavily subsidized shipbuilding industry in order to become a member. The six shipyards, three on the north of Croatia's Adriatic coast and three in the south, employ some 12,000 people, while tens of thousands depend on the industry directly or indirectly. Once the country's second-largest hard-currency earner after tourism, the Croatian shipbuilding has now for years depended on government subsidies to keep the docks operating.

Croatian media has reported that the other potential purchasers withdrew from the tender at the last minute claiming there was too much vagueness in documentations and that no one really is familiar with the shipyards condition. Labour union leader, Ozren Matijasevic, said the result of the tender shows that the timing was not right for the sale and urged the government to abandon the sale. **Source : The Motorship**



The MV "**BISKRA**" belonging to MARITEC N. V., Belgium, under steel and paint works, and building of rudder in CERNAVAL Shipyard, in Algeciras, Spain.

**Photo: Nicolai Vikre ©**

## Dalian Shipyard Second Order from Exousia

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Exousia Advanced Materials, Inc. , a manufacturer of advanced industrial coatings for worldwide infrastructure applications and engineered composites for eco-friendly wood substitutes, announced that China's largest shipyard, Dalian Shipyard, has placed a follow-up order to its initial order of zinc rich primers.

CEO, J. Wayne Rodrigue, stated, "I am pleased to announce that Dalian Shipyard has followed up its initial order of 15 tons of coatings with another order for 20 tons of the same coating. This second order will generate revenue of approximately \$100,000." **Source : MarineLink**

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The **VOLVOX HOLLANDIA** seen arriving in Willemstad (Curacao)

Photo : Kees Bustran (c)

## Shanghai Dredging Corporation seals Brazil contract

After a six-month delay Shanghai Dredging Corporation (SDC) and the Draga Brasil consortium have finally signed a contract for Reais199.5m (USD\$111.6m) with Brazil's port minister Pedro Brito to dredge the port of Santos down from 13 metres to 15 metres.

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And ocean carriers - including NYK Line, MOL, K Line and Evergreen - will be among the biggest beneficiaries as the new draught will allow vessels of up to 9,000teu to enter and load to capacity at South America's biggest port, which handled 2.675m teu and 81.058m tonnes in 2008. The contract was signed with the Draga Brasil consortium Thursday in Santos and part of the contract involves the widening of part of the port entrance channel - from 150 m to 220 m - and this will facilitate the faster turnaround of vessels through the port. Brito said, "I cannot emphasize too much how important these dredging works are. They will transform completely the logistics of Brazil and turn Santos into a true hub port."

Draga Brasil is comprised of SDC as well as its Brazilian partners EIT Empresa Industrial tecnica, DTA Engenharia and Equipave Pavimentacao. According to Ports Ministry sources the various delays were caused by "the consortium failing to present the required paperwork on several occasions". The money is part of the PAC initiative, which Brasilia hopes will improve the country's infrastructure. Draga Brasil has already completed a Reais17M project to (nearly) restore the draught lost in flooding at the southern port of Itajai.

Early last month Brito told Draga Brasil it was in danger of losing the Santos dredging contract if it did not forward the correct documentation "within days". **Source : searadeasia-online**



The **NEFTEGAZ 66** seen departing from Rotterdam  
**Photo : Henk van der Heijden (c)**

## SkySails to power fishing trawler

**Parlevliet & Van der Plas B.V.**, one of the largest European fishing companies, is taking a pioneering step with the purchase of the first ever towing kite wind propulsion system for operation on board a fishing trawler.

It is the company's objective to save on fuel and emissions in fishing operations by using the environmentally sound and climate friendly propulsion system of the Hamburg-based manufacturer SkySails in the future.

The trials of the innovative SkySails-System aboard Germany's largest freezer stern fishing trawler, the 140.8m long "**Maartje Theadora**", is funded by the European Fisheries Fund (EFF) and the German state of Mecklenburg-Western Pomerania. **Source : The Motorship**





## 250 stranded in Calapan Port

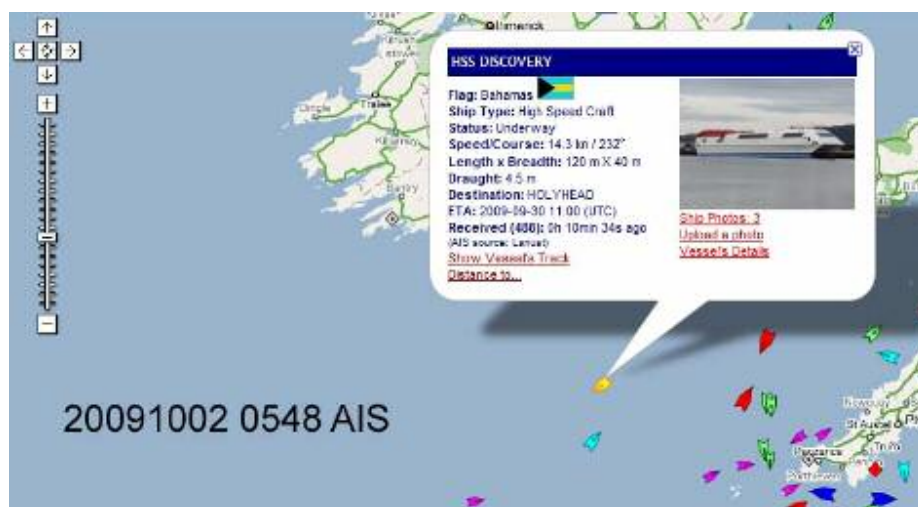
Some 250 passengers were stranded at the Calapan Port in Oriental Mindoro Friday, the Philippine Coast Guard said.

Lt.(j.g.) Algier Ricafrente, Calapan Coast Guard station commander, said the passengers were bound for Caticlan in Aklan, which is the gateway to the island resort of Boracay. About a hundred vehicles were also stranded in the province, Ricafrente said.

"Even if there is no storm signal in Oriental Mindoro, we advised them not to travel to be safe," he said. Roll-on, roll-off vessels plying the Calapan-Batangas City route were still operating Friday although other craft suspended their trips.

The Supercat fastcraft canceled its trips since 3 p.m. Thursday and took shelter in Puerto Galera. Motorized boats from Puerto Galera to Batangas have also canceled their trips since 10 a.m. Also cancelled were trips from Pinamalayan to Concepcion, Romblon; and Roxas, Oriental Mindoro, to Odiongan, Romblon. **Source : Inquirer Southern Luzon**

## HSS DISCOVERY FINALLY ENROUTE



As can be seen at the AIS screendump made by reader **Henk van der Lugt** the **HSS DISCOVERY** (ex Stena Discovery) departed finally from Belfast with destination Venezuela, seen at the dump making 14 knots.



The **NATIONAL GEOGRAPHIC EXPLORER** seen arriving in Amsterdam  
Photo : Marcel Coster (c)

## Thousands stranded at ports

AROUND 2,124 passengers were stranded in various ports in Bicol, Quezon, and Western Visayas after the Philippine Coast Guard on Friday prevented the sailing of vessels weighing less than 1,000-gross register tons due to the threat of super typhoon "Pepeng".

The PCG Action Center in Manila said that around 1,774 passengers were reported stranded in ports of Tamban, Tabago, Pio Duran, Pilar, Bulan, Matnog, and Bapor, all in Bicol province. It stated that 12 inter-island vessels (roll-on/roll-off ships) and four motorized bancas were prevented from leaving the ports.

The PCG said that ships were carrying 46 trucks, 45 buses, 44 trucks, and 18 cars. In Quezon province, 181 passengers were forced to seek shelter at the ports of Lucena, San Jose, and Puerto Real as rough waves triggered by the approaching "Pepeng" prevented the four inter-island ship and two motorized bancas from sailing.

The ships were carrying a total of 15 trucks aside from assorted cargo. In the Western Visayas port of San Jose de Buenavista, four passengers were reported stranded as maritime authorities prevented a motor banca from sailing.

The PCG Action Center said that this brings the total of passengers stranded by "Pepeng" to 2,124 while the number of grounded vessels was placed at 16 inter-island ships and six small craft. It also said that the number of stranded passengers is expected to rise as more and more ports will be preventing ships from leaving harbor. **Source : Journal Online**

## Teekay Corporation Declares Dividend

Teekay Corporation announced that its Board of Directors has voted to declare a cash dividend on its common stock of \$0.31625 per share, payable on October 30, 2009 to all shareholders of record as at October 16, 2009. "Teekay's stable quarterly dividend payments, even with the weak spot tanker rates we are currently experiencing, are a reflection of our substantial long-term fixed-rate cash flows," commented Bjorn Moller, Teekay Corporation's President and Chief Executive Officer. "The distributions we currently receive from our MLP daughter companies, Teekay LNG Partners and Teekay Offshore Partners, alone are sufficient to cover our dividend each quarter." Mr. Moller continued, "In addition to our stable cash flows, Teekay is well-positioned financially with consolidated liquidity of \$2.8 billion, including over \$750 million of pre-arranged financing for our remaining capital expenditure commitments, and a

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favorable debt profile with no significant near-term debt maturities and no covenant concerns. We have continued to enhance Teekay's financial strength and flexibility through cost reductions and de-leveraging of our balance sheet. During the past year, we have reduced our overhead and vessel operating expenses by approximately 20 percent and 7 percent, respectively. Asset sales to our daughter companies in the third quarter, which included the dropdown of the Petrojarl Varg FPSO to Teekay Offshore Partners and the two Tangguh LNG carriers to Teekay LNG Partners, have resulted in further de-leveraging at the Teekay parent company level, in addition to the over \$300 million net debt reduction achieved in the previous four quarters."



TK's **HELGA SPIRIT** seen moored at the MOT 1 terminal in Rotterdam-Europoort  
Photo : Piet Sinke (c)

Teekay Corporation transports more than 10 percent of the world's seaborne oil, has built a significant presence in the liquefied natural gas shipping sector through its publicly-listed subsidiary, Teekay LNG Partners L.P. (NYSE:TGP), is further growing its operations in the offshore oil production, storage and transportation sector through its publicly-listed subsidiary, Teekay Offshore Partners L.P. , and continues to expand its conventional tanker business through its publicly-listed subsidiary, Teekay Tankers Ltd. . With a fleet of 165 vessels, offices in 16 countries and 6,700 seagoing and shore-based employees, Teekay provides a comprehensive set of marine services to the world's leading oil and gas companies, helping them seamlessly link their upstream energy production to their downstream processing operations. Teekay's reputation for safety, quality and innovation has earned it a position with its customers as The Marine Midstream Company. **Source: Teekay Corporation**

## Innovative Kotug makes the "connection" again



Tugboat company **Kotug** with head office in Rotterdam, has recently patented its own developed towing ring.

This simple, but efficient ring has proven to be the best solution to connect a polyester towline with a dyneema forerunner. With the input of their Captains, Superintendents and KST (Kooren Shipbuilding and Trading) the ring is developed as an all round



ring which is performing to meet all towage needs . The environmental friendly ring is light ,simple and endless re-usable.



Due to the all round edges the ring creates a very favourable bending radius increasing the lifetime of the wires seriously. The ring also creates the possibility to introduce a weak link in the towline configuration. This is something that the so called "cow hitch" could never achieve. With this ring Kotug shows again their creative ability to come up with solutions to make their equipment even more efficient.

## **COSCO cancels car carrier contracts**

COSCO Corporation (Singapore) Limited has announced that its affiliate COSCO International Ship Trading Co., Ltd. has agreed with COSCO (Zhoushan) Shipyard Co., Ltd. on the cancellation of their contracts for two 5,000-unit pure car and truck carriers (PCTCs). The PCTCs are the third and fourth of the four newbuildings COSCO International Ship Trading ordered from COSCO (Zhoushan) in 2007 for delivery between 2009 and 2010. The contract price of each vessel was US\$52.5 million. COSCO International Ship Trading has agreed to pay to COSCO (Zhoushan) a total of \$10.3 million in compensation. The shipyard will continue work on the first two vessels to have them completed after December 2009 as planned. **Source: seatradeasia-online**

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## **Beneficial re-use in Tyne Dock development**

Dredging operations were due to get underway late last month at the UK Port of Tyne to create just over 13 acres of operational land by infilling Tyne Dock using the dredged material from the New Tyne Crossing project.

The infilling of historic Tyne Dock with dredged material from another project will create new land upon which the Port of Tyne can expand. With a mission to create a vibrant and sustainable Port of Tyne well into the next century, the infilling of Tyne Dock will create more space for expansion and development, enabling the Port of Tyne to meet the needs of customers and add value to the north east region.

Chief executive Andrew Moffat said, 'Last year the port was approached by Bouygues Travaux Publics, the contractors of the second Tyne Tunnel, who explained their plans to dredge the Tyne as part of the construction process. We talked to them about how they could recycle the spoil from the construction of the tunnel by using it to infill Tyne Dock. Not only will this create valuable land, it will give the Port greater flexibility to offer customers.'

'After exploring various options, it was agreed that this was not only environmentally sound but also a far more effective way for both parties to progress.'

The Port of Tyne received planning approval from South Tyneside Council during the summer. Following approval from Natural England, the Marine & Fisheries Agency and the Environment Agency, permission was given to pump spoil direct from the trench that is to be dredged for the new tunnel into Tyne Dock as part of a carefully engineered design solution.

The Environment Agency also approved revised plans to bring the dredging window forward from November to September. A cutter suction dredger will be used, which is not only quicker but will release minimal levels of sediment into the river during dredging operations.

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Paul Fenwick, Tyne & Wear Integrated Transport Authority's project director for the New Tyne Crossing said, 'The use of material from the New Tyne Crossing project to contribute to the development of the Port of Tyne is excellent news. This kind of creative thinking at the design and construction stage of the project is just what we hoped for when developing the project. Not only will the Port benefit but the environment and the local communities benefit too by avoiding the need to dispose of material at sea, reducing the period of disturbance of the river and removing the need for several thousand lorry movements to transport material to landfill sites.'

Bouygues Travaux Publics, the main design and build contractor for the New Tyne Crossing is committed to constructing the second vehicle tunnel as sensitively as possible, and dredging the Tyne is no exception. Tyne Dock closed in August after 150 years in service. It was opened in 1859 after being dug out by hand to provide enough berths for 500 vessels. George Stephenson, the son of the railway pioneer, made the dock gates and William Armstrong made the engines to open the gates which were still in use until about 20 years ago. **Source : Maritime Journal**



Above and below seen T/B **Stadt Tug** and the barge **Flex** arriving Steinshamn harbour. The barge **Flex** has the Ulstein crane on top. The barge loaded some winches for an anchor handler newbuilding.



**Photo's : Sten William Sørseth - Chief Engineer (c)**

## RUST BUCKET BAN

Ships more than 25 years old should not be allowed to enter Indian ports unless otherwise approved by relevant authorities, a committee constituted by India's Shipping Ministry has proposed. The committee raised concerns that an estimated 35% of ships calling at Indian ports were more than 25 years old .

Recent accidents, including the sinking of Black Rose off Paradip port with a cargo of iron ore, have involved older vessels. The committee also highlighted problems linked to the documentation of ships and cargoes, another issue that was brought into focus by the sinking of the **Black Rose**.

The committee favoured pre-loading and post-loading inspections of cargoes and ships to ensure safety. The initial findings from the committee were not final recommendations.

The committee members include the Chairman of Visakhapatnam Port Trust, the Chairman of New Mangalore Port Trust, Chairman of National Shipping Board and the Deputy Chairman of Paradip Port Trust. **Source : ShipTalk**

## Converteam Lifts J. Ray McDermott Vessel Upgrade Project

Converteam has been awarded a major contract to design, deliver and commission an integrated package of electrical power systems and associated control systems for J. Ray McDermott's deepwater DP construction vessel **DB50**.

Houston based J. Ray McDermott, a leading offshore engineering and construction company, has initiated a major programme of upgrade works to its primary Gulf of Mexico derrick/pipelay vessel **DB50** in preparation for future deepwater projects.

The DB50 will have its entire power plant replaced including new generators sets, switchboards and thrusters. The four existing 2.4 megawatt controllable pitch thrusters are to be replaced by six 2.4 megawatt fixed pitch/variable speed thrusters driven by Converteam's MV3000 PWM drive.

In addition to the MV3000 variable speed drives Converteam has also been given responsibility for the remainder of the electrical elements of the power generation and propulsion system including generators, 6.6kV switchboards, transformers and thruster motors. Various other elements of the electrical system will be supplied by Converteam including the low voltage switchboards and soft starter cubicles.

Converteam's C-Series control systems have also been selected for DB50. These include an extensive dual redundant DP control system, manual thruster controls and power management/machinery alarm and automation systems. Together these form an integrated suite of systems which interface seamlessly with the Converteam power

generation and propulsion equipment.

Commenting on the contract award Tom Nelson, of Corporate Equipment and Machinery at J. Ray McDermott observes: "Converteam has the unique ability to engineer, deliver and support all the key elements of our planned upgrades from generators through to the control systems."

Keith Wyatt, Director of Marine at Converteam Inc. says: "We have been associated with the DB50 from the time she was built; we delivered what was then a sophisticated DP and mooring assist system. We are pleased that J. Ray McDermott has given us this further opportunity to cement and expand the excellent working relationship that we have developed over the years." **Source : Converteam**





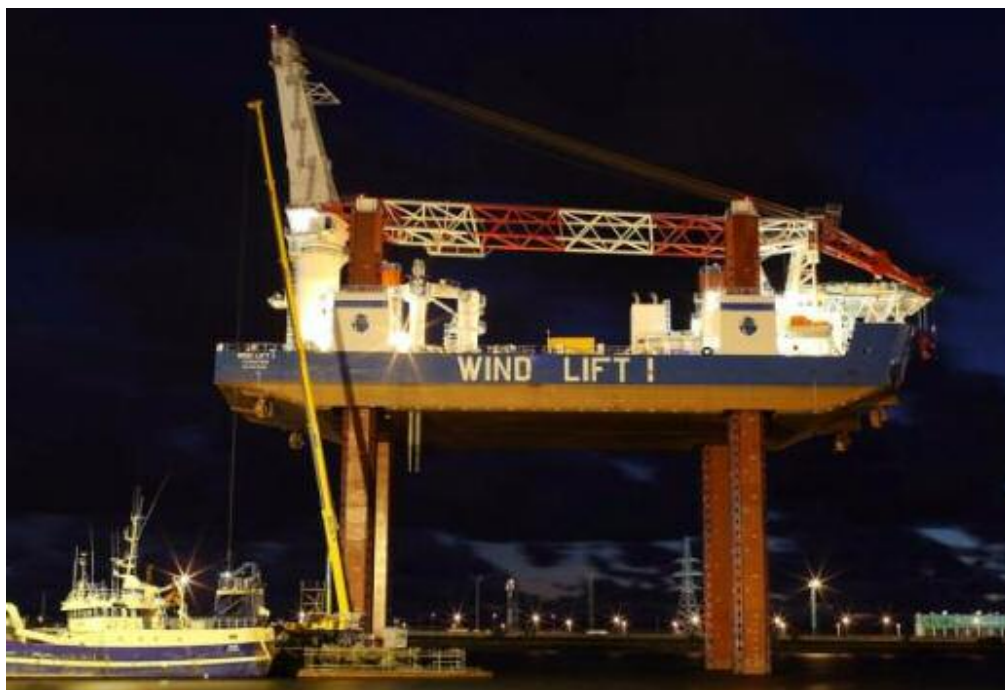
The 220 mtr long **Veendam** seen leaving the Port of Vancouver on September 27 bound for Victoria. She was traveling in tandem with her near sister-ship the **Statendam**.

Photo : Alan Haig-Brown (c)

## German Lawmakers OK Hapag-Lloyd Loan Guarantees

Germany's parliament cleared the way for Hapag-Lloyd to receive federal and local government loan guarantees worth \$1.8 billion to help the container line survive the downturn in global trade. The Bundestag's budget committee approved a paper that takes note of Chancellor Angela Merkel's plan to fund guarantees, while suggesting the government impose conditions on Hapag-Lloyd's owners, Wolfgang Hinz, a staff member of the Berlin-based committee, told Bloomberg News. "The committee isn't blocking the aid," Hinz said. Government and opposition parties joined in the decision, he said. A government panel led by the Economy Ministry may consider Hapag-Lloyd's bid as early as today, ministry spokesman Felix Probst said.

Committee members raised questions yesterday about how Hamburg-based Hapag-Lloyd and TUI AG, the German tour operator that holds a 43 percent stake in the shipper, will use the aid. Lawmakers suggested the government tie aid to demands such as a cap on executive pay and a dividend ban, according to the paper. Merkel's government has agreed to share 90 percent of the guarantee costs with the Hamburg state government. Hapag-Lloyd's owners, which also include the city, will provide \$2.7 billion as part of a rescue package of cash injections, loans and loan guarantees, government officials said Sept. 29. The German container line expects to post a loss of about \$1.3 billion this year and as much as \$730 million in 2010, Frankfurter Allgemeine Zeitung reported on Sept. 16, without saying where it got the information. **Source: Journal of Commerce**



The German ship **Wind Lift**, seen during trials of all the systems in Klaipeda ship building yard.  
Photo : Sergej Kulagin (c)

## .... PHOTO OF THE DAY ....



The tug **KORAL** arrived with the newbuilding hull **SIEM PILOT** in Rotterdam  
Photo : Jan Oosterboer ©

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